

AUTOMOBILE SECTION

HENRY FORD IS RICHEST MAN IN ALL WIDE WORLD

Flivver Magnate With Income of \$110,000,000 Displaces John D. as Croesus

NEW YORK, Sept. 30.—John D. Rockefeller has taken second place when it comes to the richest man in the world. Henry Ford is the greatest multimillionaire, according to figures today.

tor Company the largest income and, if capitalized, the largest fortune in the world," the Journal says. "Profits before taxes for 1922 will exceed \$125,000,000; after taxes they will be \$110,000,000, about \$100 a car. With these earnings, the Ford Motor Company could be capitalized at \$2,000,000,000 and pay 5 per cent on that capitalization."

"Ford condemns bankers, but with \$180,000,000 in cash he is the largest individual banker in the world. His income adding to his boundless wealth \$500,000 a day through the busy season is probably unequalled in all the world."

"His replacement parts business is so profitable that he could cut his manufacturing profits approximately \$80 a car and make \$15,000,000 annually."

"Henry Ford will be the money power."

DAREDEVILTRY GAVE BARNEY RACING START



AKRON, O., Sept. 30.—Twenty years ago Oct. 2, Barney Oldfield drove an automobile for the first time in his life. He won a five-mile race at Grosse Point, near Detroit, in 5:26. The winning car called the "Cooper Special," was built by Henry Ford. Later it was known as the "999."

"To measure progress," someone once advised, "look backward."

Oldfield, now president of an Akron tire company bearing his name, was perfectly willing to look backward when reminded of the 20th anniversary of his first race. He's much the same Barney as of old; minus the eccentricities he displayed (mostly for advertising purposes he is known) in his racing days.

The records say he'll be 45 next Jan. 29, but the secret is not betrayed by gray hairs or flabby flesh.

Since Oct. 2, 1902, America—if not the whole world—has almost been made over by the automobile. And the men who figured in Oldfield's first motor car race have been leaders in the achievement.

Wished On Barney

"Henry Ford," said Oldfield, "had built this car and turned it over to Cooper. I was riding bicycles in races at Salt Lake City when I got a wire to come on to Detroit and when I arrived found I was slated to drive this car. While I had worked as a mechanic around motorcycles and bicycles, I had never driven a car in my life."

Ford's description of the car Oldfield was asked to drive for the first time is interesting:

"The roar of the cylinders alone was enough to kill a man. There was only one seat. One life to a car was enough. I tried out the car. Going over Niagara Falls would have been but a pastime after riding in it. I did not want to take the responsibility of racing the '999' neither did Cooper."

"Cooper said he knew a man who lived on speed, that nothing could go too fast for him. He wired to Salt Lake City and on came a professional bicycle rider named Barney Oldfield. He had never driven a motor car but said he would try anything once."

Previous to this event, Oldfield tells of an experience at Dayton with a race driver named "Spider" Huff with whom he went to Dayton. Oldfield's job in this race was to act as a sort of vacuum tank. The carburetor, consisting of nothing more than pumps attached to the cylinders—wouldn't pull the gas out of the tank. So Oldfield rigged up a pipe from the gas tank to the motor and while Huff drove, he sat on the back and blowing pressure into the tube—with his mouth.

Taught Himself

The day of the historic Grosse Point race Oldfield found himself sud-



Above is shown Barney Oldfield seated in "999," the auto built by Henry Ford, in which Oldfield drove his first race 20 years ago Oct. 2. Ford is standing beside the car. Below is Oldfield as he looks today.

denly promoted to driver without any previous notice.

"Who taught me to drive? A dozen fellows have claimed that they did. As a matter of fact, I taught myself. I just drove. And I won."

Alexander Winton, the motor car manufacturer, Charles H. Shanks and Harry Harkness were among the competing drivers. Of that race Ford says:

"As Oldfield took his seat while I was cranking the car for the start he remarked cheerily: 'Well, this chariot may kill me, but they will say after

ward that I was going like hell when I went over the bank.'"

As winning driver Oldfield got \$200. "I conceived the idea after the Grosse Point race," Oldfield says, "that I could go a mile a minute on that track if I waited until the track got hard. In Dec. 1902, I tried it. The first curve I hit sent me spinning around like a top."

"Some Detroit fellows came up and asked me if I would let them make up a pool to insure my life, provided 25 per cent would go to my wife."

In June of 1903 Oldfield did make a mile a minute on the Empire City track, New York, but the record was not allowed because of some mistake in the timing.

A few weeks later he was racing at Indianapolis. Tom Taggart, then mayor, and some wealthy friends chipped in \$250 to be given Oldfield if he went around in 60 seconds. He did it. In after years he earned thousands of dollars for a single race.

Went Into Tire Business

Oldfield's last race was four years ago this month in Kansas City. For years he had been experimenting in tire equipment so when he quit he became the head of his own company, for the manufacture of tires that were built to his own specifications.

"Will I go back?" Oldfield couldn't say. "Probably I'm safe in saying that I'll never race again in America. But I would like to see Europe. And maybe some day I'll go over there on an exhibition tour."

"And another thing," he added, "those fellows in Detroit haven't collected yet on that 1902 life insurance policy."

Adjustment Record of Company Shows Remarkable Figure

99 8-10 per cent pure is the service record to date of Seiberling Cords, Seiberling Big Tubes, Portage Tires and Portage Tubes.

Only 2-10 of 1 per cent of our product has come back for adjustment, says Kelly of the Brophy Garage Company of Lowell. A remarkable record, unequalled, to our knowledge, by any manufacturer.

The 2-10 of 1 per cent includes everything that has been returned—not just product entitled to adjustment. This figure includes every item sent in, whether adjustment was allowed or not, even casings at 20 lbs. of air for 5,000 miles.

From all that we can see, continued Kelly, from the splendid mileage records that have been coming in, from the examination of hundreds of tires—we do not anticipate that Seiberling adjustments will exceed 1-12 per cent although some standard manufacturers had adjustments from 5 to 14 per cent.

Seiberling rigid inspection and advance manufacturing methods will hold unsatisfactory product to a minimum. We do not anticipate that Seiberling adjustments will ever exceed 1 to 1-12 per cent.

Inner Tubes With Angle Valves New Disc Wheel Stunt

"So great has become the popularity of disc wheels," says Mr. Chas. H. Allen of the R. B. Krebs Auto company, "that you can now get the famous Michelin Ring-shaped Tubes with angle valves if desired."

"These valves project through a slot in the disc, and makes possible inflation from the outside of the wheel, doing away with the old method of reaching in behind the disc to get at the valve."

"The angle valve is a development of A. Schraeder's Son's Co., who make practically all the tires used in this country."

"The tube itself is the regular red Michelin ring-shaped tube, made on a round mandrel, so that it is naturally round like the casing instead of being a piece of straight tubing that has to be forced by inflation into the ring shape of the casing."

A grand National Assembly was instituted at Angora. In this assembly was vested full legislative judicial and executive powers. Kemal was elected first president of the assembly.

'MOVIE DUEL' MURDER

(Continued from Page One)

her story of his duplicity.

Detectives found that it was Charles Scullion who handed Cline the gun with which he drove Bergen upstairs.

Scullion's indictment and arrest quickly followed.

Thornton, charged with murder.

On Sept. 3, Cline, Scullion and Miss Thornton were arraigned before Justice Parker in the supreme court of Hackensack. They all pleaded "not guilty."

George Cline is accused of the actual shooting, Miss Thornton with having lured Bergen to the home of Cline, and Scullion, as the man who, at Cline's request, went upstairs and obtained the pistol.

Cline's defense will be that Bergen shot himself in the struggle.

The last chapter will be written when the case comes to trial on Oct. 9.

ANNOUNCING NEW LOW PRICES ON OLDSMOBILES EFFECTIVE IMMEDIATELY

Model 43-A, Regular, 4-Cylinder	\$1,175.00
Model 43-A, Disk Wheels, 4-Cylinder	1,225.00
Model 43-A, Semi Sport, 4-Cylinder	1,290.00
Model 43-A, Broughan, 4-Cylinder	1,595.00
Model 43-A, Sedan, 4-Cylinder	1,835.00
Model 47, 5 Passenger, 8-Cylinder	1,595.00

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Battery Life Reports

The following is an extract from a report received from the San Francisco Branch of The Electric Storage Battery Co.:

"We are just about due for another inventory of results and we have the evidence on 8,018 batteries

Batteries	Months Av. Life
Exide	3319 27.45
Willard	2980 19.21
Prest-O-Lite	673 15.69
U. S. L.	420 17.66
Philadelphia	162 21.74
Scatterling (27 makes)	464 16.45

"Right on the job, the top of the list, just where we belong."

"If you look the figures over carefully, it will be easy to see that the batteries with the long discount are not there."

"Get this: 3319 'Exides' gave a total life of 91,119 months, while 4699 batteries comprising 31 different makes gave a total life of 86,391 months."

"A smaller number of 'Exides' (30% less) gave 5% more life than all the 31 competitors put together."

"Our worry is not quality; furthermore a battery with a long discount cannot change these results because they are facts."

(Signed) GEORGE R. MURPHY,
For San Francisco Branch.

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